

Jefferson Transit Authority

2019 Annual Budget



November 6, 2018

PROPOSED

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To the Honorable Jefferson Transit Authority Board and Jefferson County Residents

Jefferson Transit continues to set and reach their goals for improving the economic growth and quality of life for the residents of Jefferson County. Our collaborative efforts to work within our budget and increase ridership have proven successful. Jefferson Transit aspires to become leaders in transportation and partners our community. The work we all do for our community is a source of pride. Jefferson Transit is dedicated to providing safe, reliable, cost-effective public transportation service to Jefferson County neighborhoods, business and services, and activity centers.

Jefferson Transit delivered on our promises for 2018 by reinstating service lost in 2010 and reinventing our Shuttle service. We also increased the use of technology and remained good financial stewards of the public's dollar. We aim to sustain safe service to our community, maintain a state of good repair for our transit agency, expand ridership, and continue to be proactive partners in our community.

Jefferson Transit provides local connecting service six days a week to the residents of Jefferson County which include service to the Port Townsend/Coupeville Ferry Terminal connections to Kitsap Transit and the Bainbridge Island Ferry Terminal and connections with Mason Transit at Triton Cove. By connecting with Clallam Transit in Sequim, and Grays Harbor Transit in Amanda Park we complete the Olympic Peninsula loop, making it possible to travel the entire length of Highway 101 in Washington State using public transportation.

2019 will be Jefferson Transit's planning year. Some of the projects Jefferson Transit has planned for 2019 are a feasibility study for implementation of an EV fleet, an additional maintenance bay design, and Haines Place Transit Center Bus Loop Configuration Plan. To aid with our long-range goals, Jefferson Transit is also planning to update its Comprehensive Transit Plan. The updated plan will provide Jefferson Transit an updated vision for a regionally integrated transit network in Jefferson County.

Jefferson Transit is excited to be an integral part of Jefferson County's future. We believe our careful planning and our operational and capital budgets are adequately funded. Jefferson Transit's financial health continues to be protected by its reserves and will ensure sustainability. It is a privilege to serve this agency and this community.

Thank you for the continued support of Jefferson Transit.

Tammi Rubert, General Manager

Jefferson Transit Authority Mission Statement

At Jefferson Transit our mission is to provide safe, reliable, comfortable public transportation service in Jefferson County which is cost effective, reduces energy consumption and contributes to the cultural and economic betterment of the residents of Jefferson County.

Jefferson Transit Core Values:

Acknowledgment and Support

Jefferson Transit is the product of the concerted efforts of the employees, the Board, WSDOT, other transit agencies and the volunteers who devote time to improving Jefferson Transit. We also acknowledge the citizens of Jefferson County, the tax payers, and our passengers for their support of Jefferson Transit. Thank you.

Accountability

We take responsibility for the direction and image of Jefferson Transit. We display fairness, trust and good judgment.

Shared Responsibility

We are responsible for the direction and image of the agency.

Communication

We recognize that good communication, compromise and diversity of opinion will strengthen Jefferson Transit.

Professionalism

We take pride in our skills and abilities to provide the community with safe, friendly and reliable transportation. We strive for a positive impact through our demeanor and appearance.

Jefferson Transit is proud to present the 2019 budget to the public. We are committed to providing safe, reliable and SUSTAINABLE public transit services far into the future.

Overall Economic Outlook (Or Finance Manager's Message)

"The majority of Jefferson Transit's revenue is generated from sales tax collected in Jefferson County. This form of funding is inherently unstable..." says Jefferson Transit's Finance Manager every year. But it bears repeating...every year. Employee wages and benefits, fuel prices, and other expenses increase every year. Jefferson Transit is at the legislative maximum for sales tax. Jefferson County's small population and lack of "big box" stores or auto dealerships mean seeking further tax authority from the legislature is not a feasible option. Jefferson Transit received excellent sales tax returns in 2015 and 2016. The Sales Tax returns from 2018 are very promising. These excellent years have enabled Jefferson Transit to fully fund the Operating Reserve, restore service lost in the last recession and make necessary capital improvement purchases. Eventually there will be another recession, and we need to be able to weather that storm.

Capital Reserve funding is and will continue to be an ongoing concern. Jefferson Transit set up its capital reserve fund policy to set aside funds for future grant fund match. In order to maintain high quality vehicles that are both fuel-efficient and economically maintained, vehicles must be replaced on an ongoing basis. Jefferson Transit began setting aside funding in a Vehicle Replacement Reserve in 2017 to enable the purchase of a large fixed route vehicle every four years that is funded completely by Jefferson Transit. In 2019, Jefferson Transit has several engineering planning projects that will provide "shovel-ready" projects. Having a "shovel-ready" project is an advantage when applying for grants.

Jefferson Transit will continue to be conservative in budgeting and will continue to monitor all expenses carefully. The 2019 expense budget has increased over the 2018 budget by 3.32%.

Budget Summary – All Departments

JEFFERSON TRANSIT AUTHORITY

Statement of Operating Revenues, Expenses and Nonoperating Revenues

2019 Operating Budget

	2019 Budget Compared to 2018 Budget	2018 Budget	2019 Budget
OPERATING REVENUES:			
PASSENGER FARES FOR TRANSIT SERVICES	(17.27%)	208,000	172,072
OTHER TRANSIT FARES	0.00%	0	0
CHARTER SERVICE REVENUES	0.00%	0	0
AUXILIARY TRANSPORTATION REVENUES	0.00%	0	0
Total Operating Revenues	(17.27%)	208,000	172,072
OPERATING EXPENSES:			
LABOR	2.51%	2,194,041	2,249,110
BENEFITS	5.36%	1,675,485	1,765,333
SERVICES AND USER FEES	13.14%	297,370	336,454
MATERIALS AND SUPPLIES CONSUMED	(0.76%)	631,560	626,760
UTILITIES	(2.88%)	83,253	80,853
CASUALTY AND LIABILITY COSTS	4.55%	132,000	138,000
TAXES	(8.64%)	8,011	7,319
DEBT INTEREST	(69.79%)	35,755	10,800
MISCELLANEOUS EXPENSES	12.85%	93,332	105,325
LEASES AND RENTALS	13.84%	18,640	21,220
Total Operating Expenses	3.32%	5,169,448	5,341,175
OPERATING INCOME (LOSS)	0.00%	(4,961,448)	(5,169,103)
NONOPERATING REVENUES (EXPENSES)			
NONTRANSPORTATION REVENUES	217.40%	24,000	76,176
TAXES LEVIED DIRECTLY BY TRANSIT SYSTEM	6.47%	4,166,099	4,435,490
LOCAL GRANTS AND CONTRIBUTIONS	0.00%	17,500	17,500
STATE GRANTS AND CONTRIBUTIONS	15.89%	255,000	295,508
FEDERAL GRANTS AND CONTRIBUTIONS (OPERATING)	10.43%	960,000	1,060,104
Total Nonoperating Revenues (Expenses)	8.52%	5,422,599	5,884,778

Capital Projects

Jefferson Transit believes 2019 is a year of planning. The Jefferson Transit 20-Year Comprehensive Plan RFQ will be sent to consultants in 2019. This project will involve public outreach as well as a great deal of staff time to determine the direction that Jefferson Transit will take to plan for services over the next 20 years.

In January 2018, Jefferson Transit restored service that was lost during the last recession. The increased service necessitated the use of both sides of the Haines Place Transit Center (HPTC) bus loop. During the planning for this year's Wooden Boat Shuttle service, we determined that we had reached capacity for buses at the HPTC and staged buses for the Wooden Boat shuttle outside of the bus loop on 12th Street. This is not an ideal location because it requires a longer detour down Landes Street to return to Water Street. We have budgeted for a consultant to create a plan to expand the HPTC bus loop to allow for future service expansion. Additionally, we are reaching capacity for bus maintenance/repairs and need to consider expanding to three maintenance bays (this was in the original construction plan at 63 4-Corners, however funding was not available for three bays). Also under the planning microscope is a feasibility study to determine the electricity capacity requirements for electric buses and placement (construction plans) for bus charging stations at 4-Corners and the HPTC.

Jefferson Transit has included "Other Building and Structures" projects in the 2019 capital budget that were in the 2018 budget but were not completed these are: Haines Place Transit Center bathroom and facilities repairs; the Maynard Mountain Repeater project; the security camera project, and the server room fire protection project. There is also ongoing funding included for shelter replacement.

Jefferson Transit was awarded Capital Vehicle funding from the surface transportation program to replace one fixed route bus. ~~We have left the 2017-2019 grant funded bus project (2-30' buses) on the budget because they are not slated to arrive until late 2018 or early 2019.~~ Jefferson Transit has applied for 4 fixed route buses in the 2019-2021 grant biennium but will not know if funding was awarded until May 2019. Also included in the vehicles budget are two DAR cut-a-way vehicles and a "Trolley" style bus for the uptown/downtown shuttle route. Also included is ongoing funding for engine/transmission replacement and bus wraps (formerly bus painting).

~~Under service equipment a parking lot striping project is held over from 2018 and~~ We are adding a Conex box for tire storage and a Tool Box for vehicle 805. Vehicle 805 will be utilized as the Road Call response vehicle.

Finance/Maintenance Software is carried forward from 2018 as well as Remix mapping software. A printer/scanner/copier for HPTC and SMARSH archiving software have been added to the 2019 budget.

See next page for Capital Budget

**Statement of Capital Outlays, Revenues
and Contributions
2019 Capital Budget
Capital Expenditures and Nonoperating
Revenues**

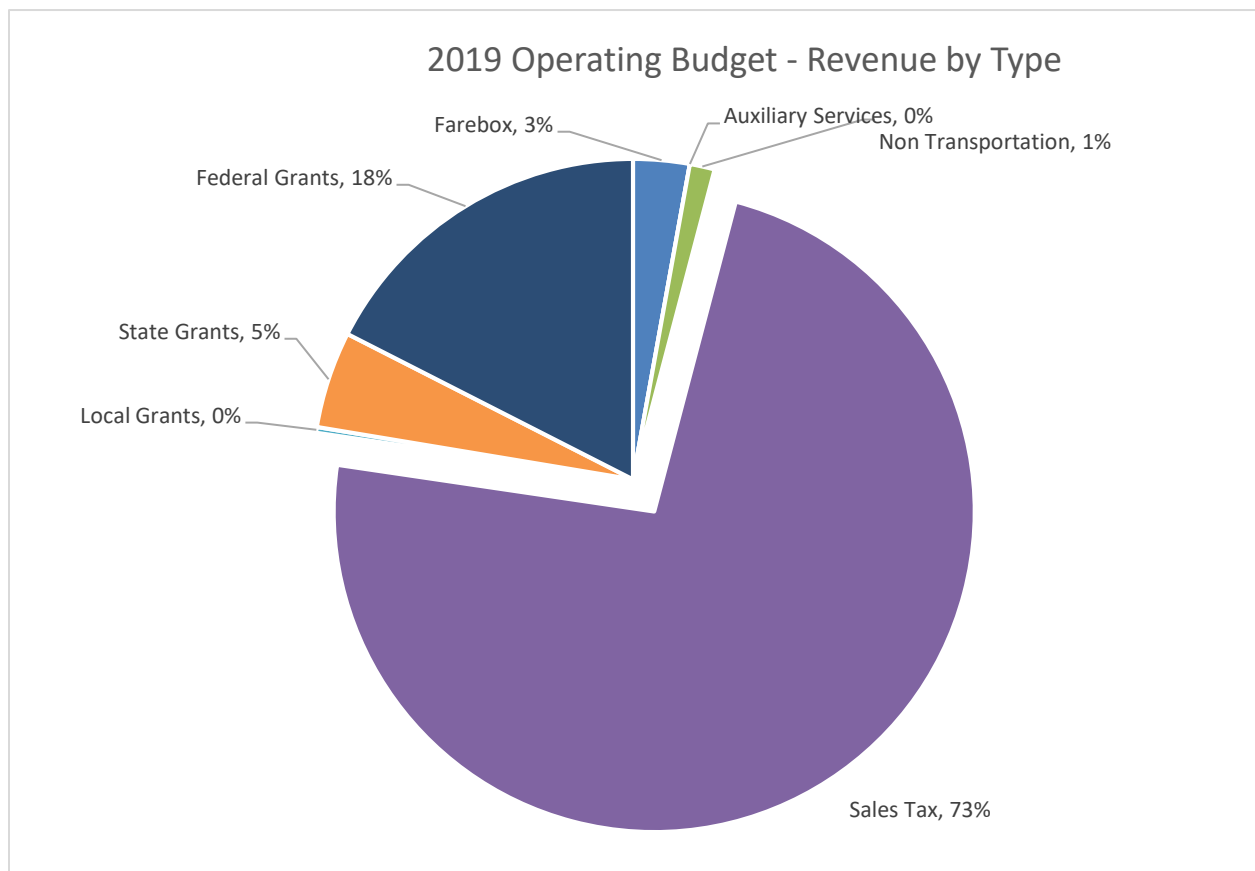
	Allocated Funding Year	Total JTA Outlay	Total Contributed Capital Grants	Total
CAPITAL EXPENSES				
Capital Assets - Land				
Purchase 111 Four Corners Road	2019	82,500		82,500
		82,500	0	82,500
Capital Project - Facility				
Engineering/Design - 63 4 Corners Feasibility Study EV, EV Chargers & Infrastructure	2019	75,000	0	75,000
Engineering/Design - 63 4 Corners Additional Maintenance Bay	2019	150,000	0	150,000
Engineering/Design - HP Transit Center Bus Loop Configuration Plan	2019	150,000	0	150,000
		375,000	0	375,000
Capital Project - System Wide				
Jefferson Transit Comprehensive Plan	2019	200,000		200,000
		200,000	0	200,000
Capital Assets - Other Building & Structures				
Haines Place Park and Ride				
Bathroom Installation	2018	187,000		187,000
Paint Roof and Maintenance of HPTC Buildings	2016	25,000		25,000
Radio Project - Maynard Mountain Repeater	2017	22,000		22,000
Security Cameras (HPTC/63 4 Corners)	2018	35,000	2,500	37,500
Server Room Fire Protection Project	2018	30,000		30,000
New Bus Stop Way Finding Signage Project Complete	2018	-	-	-
New Shelters	Ongoing	25,000		25,000
		324,000	2,500	326,500
Capital Assets - Revenue Vehicles				
2 full size 30' fixed route buses (Consolidated) Project Complete	2017/2019	-	-	-
1 full size 30' fixed route buses (STP-Flex)	2019/2020	65,440	419,301	484,741
2 DAR Cut-a-ways	2018/2019	160,000		160,000
1 Trolley-Style Fixed Route Bus	2019	300,000		300,000
Bus Wrap	Ongoing	25,000		25,000
Vehicle Engine/Transmission Replacement Major Component Replacement	Ongoing	150,000		150,000
		700,440	419,301	1,119,741
Capital Assets - Service Equipment				
Parking Lot Striper Project Complete	-	-	-	-
Conex Box for Tire Storage	2019	5,000		5,000
Tool Box for 805 (Road Call Response Vehicle)	2019	20,000		20,000
		25,000	0	25,000
Capital Assets - Office Furniture & Equipment				
New Finance/Maintenance Software	2017	175,000		175,000
Remix Mapping Software	2018	12,000		12,000
Printer/Scanner/Copier for HPTC	2019	3,500		3,500
SMARSH - Archiving Software	2019	5,840		5,840
		196,340	0	196,340
TOTAL CAPITAL EXPENSES		1,903,280	421,801	2,325,081

Service, Routes and Ridership

Service levels are expected to remain the same with minor timing adjustments. The CAC and staff will be examining ridership in 2019.

Revenue

Sales tax receipts are projected to be 6.5% higher (\$269,391 more) than budgeted for 2018. The breakdown for all of Jefferson Transit's revenue streams appears below.

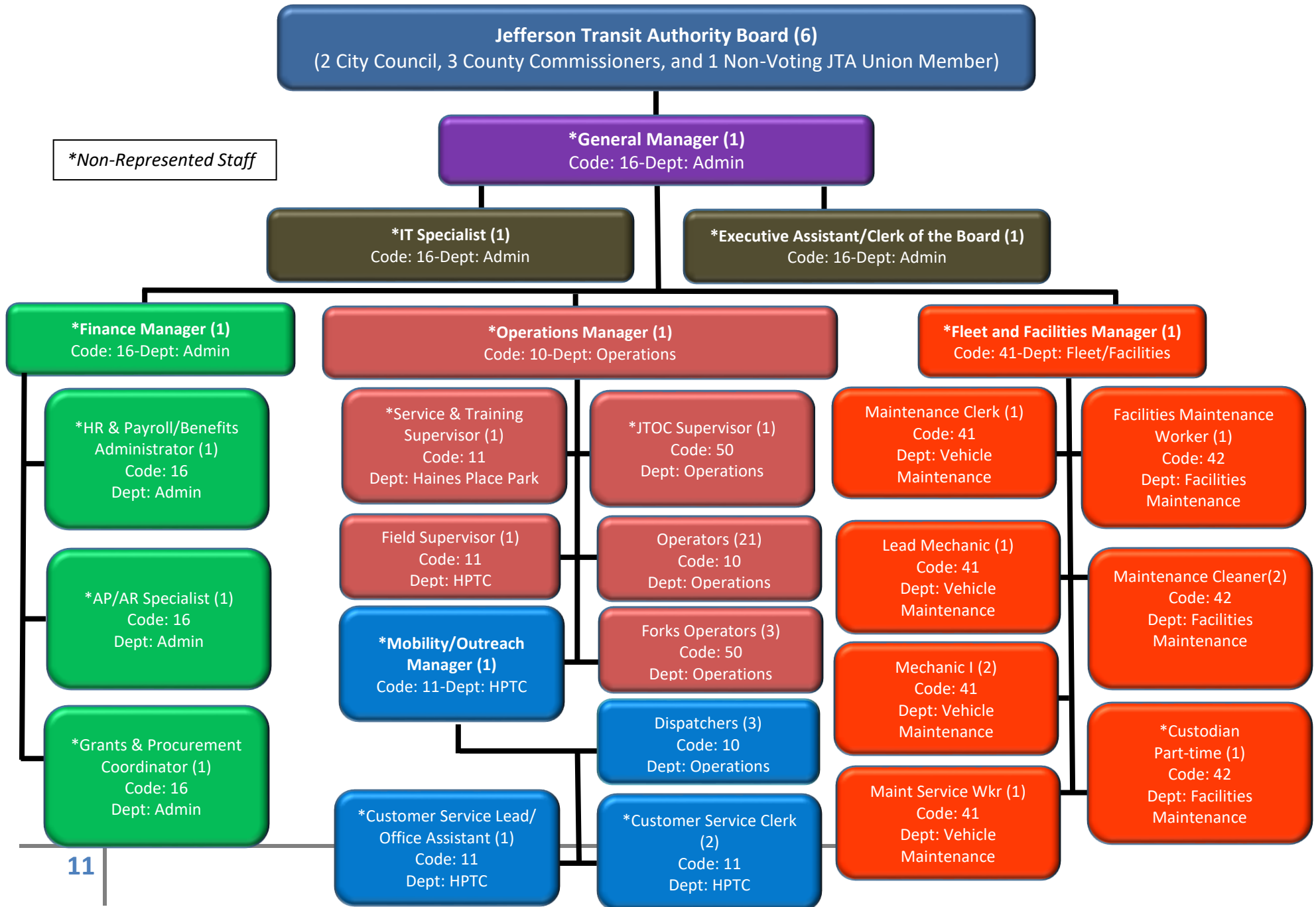


Jefferson Transit Staff

Jefferson Transit added 3 transit operators, a field supervisor and one mechanic position to staff in 2018. In 2019 there are no further plans to expand staffing levels. The following table lists the FTE (Full Time Equivalent) and EE (Employee Headcount) numbers since 2014 and the projected numbers for 2019. FTEs are calculated by projecting the number of employees and dividing that number by the typical hours available in a work year. There are 2080 hours in a typical working year.

Position	2019 Proposed		2018		2017		2016		2015		2014	
	FTE	EE	FTE	EE	FTE	EE	FTE	EE	FTE	EE	FTE	EE
Transit Operators – FR	17.3	19	17.3	19	13.6	16	13.8	15	13.8	15	13.4	16
Transit Operators – DAR	2	2	2	2	2	2	2.7	3	3.6	4	3.4	4
Transit Operators - JTOC	2.7	3	2.7	3	2.8	3	2.6	3	2.5	3	2.7	3
Vehicle Maintenance	5	5	5	5	4	4	4	4	4	4	4	4
Facility Maintenance	3.5	4	3.5	4	3.6	4	3.9	4	3.1	4	2.7	4
Dispatchers/Field Supervisor	3.9	4	3.9	4	2.8	3	4	4	4	4	4	4
Customer Service	2.6	3	2.6	3	2.3	3	2.6	3	2.5	3	1.3	2
Admin Support Staff (Incl JTOC Spvr)	6.5	7	6.5	7	6.5	7	5.5	7	5	6	5.5	6
Management	5	5	5	5	5	5	5	5	5	5	4	4
Total	48.5	52	48.5	52	42.6	47	44.1	48	43.6	48	41.0	47

Jefferson Transit Authority Organizational Chart 2018



OPERATIONS Department

The Operations Department is the largest department at Jefferson Transit. The Operations Department consists of the Transit Operators, Dispatchers, and the Operations Manager. The Operations Department is the front-line department tasked with providing the safe, reliable, and friendly transit service for which Jefferson Transit is known.

Overall, the Operations Department budget has increased 4.7% in 2019. The increase is attributed wages and benefits as well as increased drug and alcohol testing and CDL expenses.

JEFFERSON TRANSIT AUTHORITY OPERATIONS

	2019 Budget	2018 Budget	2018 Forecast	2017 Actuals
OPERATING EXPENSES:				
LABOR	1,052,183	1,024,313	1,011,489	927,716
BENEFITS	932,773	861,674	785,798	662,467
SERVICES AND USER FEES	36,200	36,200	13,640	11,880
MATERIALS AND SUPPLIES CONSUMED	39,100	45,000	28,408	13,562
UTILITIES	19,400	21,200	17,747	17,604
CASUALTY AND LIABILITY COSTS	0	0	0	0
TAXES	0	0	0	0
MISCELLANEOUS EXPENSES	29,365	27,915	9,648	6,639
DEBT SERVICE	0	0		0
LEASES AND RENTALS	0	0	0	0
Total Operating Expenses	<u>2,109,022</u>	<u>2,016,303</u>	<u>1,866,729</u>	<u>1,639,868</u>



HAINES PLACE TRANSIT CENTER Department

Services provided for passengers are attributed to the Haines Place Transit Center (HPTC) department. The Service and Training Supervisor, Customer Service Clerks, and Field Supervisor salary and benefit expenses are captured in this department.

HPTC's budget has increased 3.6%. The increase is attributed to wages and benefits, increase drug and alcohol testing; computer programs and supplies, a subscription for Photoshop, travel and training.

JEFFERSON TRANSIT AUTHORITY HAINES PLACE TRANSIT CENTER

	2019 Budget	2018 Budget	2018 Forecast	2017 Actuals
OPERATING EXPENSES:				
LABOR	225,115	217,784	169,825	137,161
BENEFITS	148,331	145,797	128,989	106,883
SERVICES AND USER FEES	10,605	10,105	2,307	1,072
MATERIALS AND SUPPLIES CONSUMED	6,950	6,000	2,170	1,794
UTILITIES	20,400	21,000	19,500	19,881
CASUALTY AND LIABILITY COSTS	0	0	0	0
TAXES	0	0	0	0
MISCELLANEOUS EXPENSES	9,884	7,200	5,796	4,155
DEBT SERVICE	0	0	0	0
LEASES AND RENTALS	3,000	1,800	2,412	2,900
Total Operating Expenses	424,285	409,687	331,000	273,846



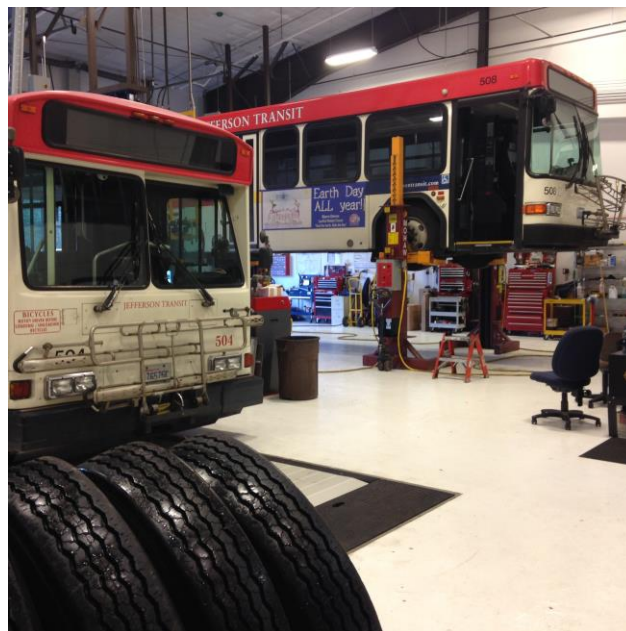
VEHICLE MAINTENANCE Department

The Vehicle Maintenance Department is responsible for the maintenance and safety of all Jefferson Transit vehicles. This department is tasked with the responsibility of parts and fuel procurement and inventory tracking. Included in this department are Mechanics, Maintenance Service, Maintenance Clerk, and Maintenance and Facilities Manager.

Overall, the budget for the Vehicle Maintenance Department has increased 3.31% in 2019. The increase is attributed to benefits, increases in services (moved Cintas Uniform service to Other Services), increases for Ford Service and All Data maintenance subscriptions, and increases for drug and alcohol testing.

JEFFERSON TRANSIT AUTHORITY VEHICLE MAINTENANCE

	2019 Budget	2018 Budget	2018 Forecast	2017 Actuals
OPERATING EXPENSES:				
LABOR	298,190	298,167	247,315	254,776
BENEFITS	250,130	241,981	195,903	173,541
SERVICES AND USER FEES	46,600	31,200	9,940	13,279
MATERIALS AND SUPPLIES CONSUMED	442,400	438,000	405,054	303,882
UTILITIES	11,983	11,983	9,737	9,970
CASUALTY AND LIABILITY COSTS	0	0	0	0
TAXES	0	0	0	0
MISCELLANEOUS EXPENSES	21,845	15,456	13,301	7,994
DEBT SERVICE	0	0	0	0
LEASES AND RENTALS	0	0	0	0
Total Operating Expenses	1,071,149	1,036,787	881,250	763,442



FACILITY MAINTENANCE Department

The Facility Maintenance Department is responsible for the day-to-day maintenance and repair of Jefferson Transit facilities including the Administration and Maintenance facility, Haines Place Transit Center and all bus shelters. The Facility Maintenance Workers have the huge task of ensuring that all facilities are clean and in good repair.

Overall, the budget for the Facility Maintenance Department has increased 10.44% in 2019. This increase is attributed to wages and benefits, contracted custodial services for the HPTC bathroom and property maintenance projects.

JEFFERSON TRANSIT AUTHORITY NON-VEHICLE MAINTENANCE

	2019 Budget	2018 Budget	2018 Forecast	2017 Actuals
OPERATING EXPENSES:				
LABOR	114,825	111,658	107,348	108,043
BENEFITS	93,900	82,317	80,873	76,934
SERVICES AND USER FEES	59,764	40,400	20,747	37,724
MATERIALS AND SUPPLIES CONSUMED	17,850	23,850	32,615	19,401
UTILITIES	3,850	3,850	2,608	3,175
CASUALTY AND LIABILITY COSTS	0	0	0	0
TAXES	0	0	0	0
MISCELLANEOUS EXPENSES	6,950	6,750	611	2,376
DEBT SERVICE	0	0	0	0
LEASES AND RENTALS	2,500	2,500	57	120
Total Operating Expenses	299,639	271,325	244,858	247,773



ADMINISTRATION Department

The Administration Department is responsible for the oversight, coordination and management of Jefferson Transit in order to meet its mission of providing safe, reliable, comfortable public transportation service in Jefferson County. The Administration Department includes the General Manager, Finance/HR Manager, IT, Grants/Procurement, Payroll, and AP/AR positions.

Overall, the budget for the Administration Department has decreased .74% in 2019. Reductions are software fees and bond interest (due to reduced bond debt). Increases are attributed in advertising, postage and Liability Insurance.

JEFFERSON TRANSIT AUTHORITY General Administration

	2019 Budget	2018 Budget	2018 Forecast	2017 Actuals
OPERATING EXPENSES:				
LABOR	399,843	389,155	338,351	369,419
BENEFITS	237,181	238,658	204,126	179,755
SERVICES AND USER FEES	163,435	162,115	162,638	152,944
MATERIALS AND SUPPLIES CONSUMED	26,770	26,770	12,389	16,344
UTILITIES	20,620	20,620	16,739	18,746
CASUALTY AND LIABILITY COSTS	138,000	132,000	125,558	122,586
TAXES	7,319	8,011	4,170	3,615
MISCELLANEOUS EXPENSES	34,177	34,177	29,813	24,758
DEBT SERVICE	10,800	35,755	11,750	19,696
LEASES AND RENTALS	1,320	0	0	0
Total Operating Expenses	<u>1,039,464</u>	<u>1,047,261</u>	<u>911,910</u>	<u>907,863</u>

JEFFERSON TRANSIT OLYMPIC CONNECTION (JTOC)

The Jefferson Transit Olympic Connection is responsible for the operation of the West Jefferson County “lifeline” service from Forks to Amanda Park. There are three Transit Operator positions and one part-time supervisory position in JTOC.

Overall, the budget for JTOC has increased 1.91% over the 2019 budget. The increase is primarily attributed to wages and benefits, increased drug and alcohol testing, printing of schedules (JTOC now has its own schedule) and increases to the Quillayute School District services (Routine vehicle maintenance and rent of facility space).

JEFFERSON TRANSIT AUTHORITY JTOC

	2019 Budget	2018 Budget	2018 Forecast	2017 Actuals
OPERATING EXPENSES:				
LABOR	158,954	152,964	150,170	148,526
BENEFITS	103,018	105,057	93,034	82,824
SERVICES AND USER FEES	19,850	19,350	9,127	16,261
MATERIALS AND SUPPLIES CONSUMED	93,690	91,940	42,448	40,996
UTILITIES	4,600	4,600	4,178	4,573
CASUALTY AND LIABILITY COSTS	0	0	0	0
TAXES	0	0	0	0
MISCELLANEOUS EXPENSES	3,104	3,104	1,580	651
DEBT SERVICE	0	0	0	0
LEASES AND RENTALS	14,400	13,140	13,852	13,494
Total Operating Expenses	397,616	390,156	314,390	307,325



Five Year Projections
JEFFERSON TRANSIT AUTHORITY
Statement of Operating Revenues, Expenses and Nonoperating Revenues
2019 Operating Budget
Operating - Summary By Department

		Assumption of 4% Increase in Expenses/3 % Increase in Revenues	Assumption of 4% Increase in Expenses/3 % Increase in Revenues	Assumption of 4% Increase in Expenses/3 % Increase in Revenues	Assumption of 4% Increase in Expenses/3 % Increase in Revenues	Assumption of 4% Increase in Expenses/3 % Increase in Revenues
	2019 Budget	2020 Budget	2021 Budget	2022 Budget	2023 Budget	2024 Budget
OPERATING REVENUES:						
Passenger Fares For Transit Services	\$172,072	\$177,234	\$182,551	\$188,028	\$193,669	\$199,479
Other Transit Fares	\$0	\$0	\$0	\$0	\$0	\$0
Charter Service Revenues	\$0	\$0	\$0	\$0	\$0	\$0
Auxiliary Transportation Revenues	\$0	\$0	\$0	\$0	\$0	\$0
Total Operating Revenues	\$172,072	\$177,234	\$182,551	\$188,028	\$193,669	\$199,479
OPERATING EXPENSES:						
Labor	\$2,249,110	\$2,339,074	\$2,432,637	\$2,529,943	\$2,631,141	\$2,736,386
Benefits	\$1,765,333	\$1,835,946	\$1,909,384	\$1,985,760	\$2,065,190	\$2,147,798
Services And User Fees	\$336,454	\$349,912	\$363,909	\$378,465	\$393,604	\$409,348
Materials And Supplies Consumed	\$626,760	\$651,830	\$677,904	\$705,020	\$733,221	\$762,549
Utilities	\$80,853	\$84,087	\$87,451	\$90,949	\$94,587	\$98,370
Casualty And Liability Costs	\$138,000	\$143,520	\$149,261	\$155,231	\$161,440	\$167,898
Taxes	\$7,319	\$7,612	\$7,916	\$8,233	\$8,562	\$8,905
Debt Service	\$10,800	\$10,800	\$10,800	\$10,800	\$10,800	\$10,800
Miscellaneous Expenses	\$105,325	\$109,538	\$113,920	\$118,476	\$123,215	\$128,144
Leases And Rentals	\$21,220	\$22,069	\$22,952	\$23,870	\$24,824	\$25,817
Total Operating Expenses	\$5,341,174	\$5,554,389	\$5,776,133	\$6,006,746	\$6,246,584	\$6,496,015
OPERATING INCOME (LOSS)	(\$5,169,102)	(\$5,377,155)	(\$5,593,581)	(\$5,818,718)	(\$6,052,915)	(\$6,296,536)
NONOPERATING REVENUES (EXPENSES)						
Nontransportation Revenues	\$76,176	\$78,461	\$80,815	\$83,240	\$85,737	\$88,309
Taxes Levied By Transit System	\$4,435,490	\$4,568,555	\$4,705,611	\$4,846,780	\$4,992,183	\$5,141,949
Local Grants And Contributions	\$17,500	\$18,025	\$18,566	\$19,123	\$19,696	\$20,287
State Grants And Contributions	\$295,508	\$304,373	\$313,504	\$322,910	\$332,597	\$342,575
Fed Grants And Contrib (Operating)	\$1,060,104	\$1,091,907	\$1,124,664	\$1,158,404	\$1,193,156	\$1,228,951
Total Nonoperating Revenues (Expenses)	\$5,884,778	\$6,061,321	\$6,243,161	\$6,430,456	\$6,623,369	\$6,822,071
NET INCOME (LOSS) BEFORE TRANSFERS IN (OUT)	\$715,676	\$684,167	\$649,580	\$611,738	\$570,454	\$525,534
Bond Principal Payment Reserve	\$ (50,000)	\$ (50,000)	\$ (50,000)	\$ (55,000)	\$ (55,000)	\$ (55,000)
Transfers In (Out) - Interfund	(\$665,676)	(\$634,167)	(\$599,580)	(\$556,738)	(\$515,454)	(\$470,534)
NET INCOME (LOSS)	\$0	\$0	\$0	\$0	\$0	\$0
2018 Operational Reserve Balance	\$1,300,000	\$1,300,000	\$1,388,597	\$1,444,033	\$1,501,686	\$1,561,646
Transfer to Operational Reserve	\$0	\$ 88,597	\$ 55,436	\$ 57,653	\$ 59,959	\$ 62,358
Operational Reserve Balance	\$1,300,000	\$1,388,597	\$1,444,033	\$1,501,686	\$1,561,646	\$1,624,004
Capital Reserve Transfer	\$665,676	\$545,569	\$544,144	\$499,084	\$455,495	\$408,176

Cash Flow Projections

JEFFERSON TRANSIT AUTHORITY Statement of Cash Flows 2019 Operating and Capital Budget

	2017 Actual	2018 Actual (Proj)	2019 Budget
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts from Customers	\$ 133,379	\$ 174,215	\$ 172,072
Payments to Suppliers	(1,102,844)	(1,070,537)	(1,326,731)
Payments to Employees	(3,190,065)	(3,513,220)	(4,014,444)
Change in Accounting method for GASB 68	(120,761)		
Net Cash Provided (Used) by Operating Activities	(4,280,291)	(4,409,543)	(5,169,103)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES			
Sales Tax Receipts	4,646,263	4,883,631	4,435,490
Other Nonoperating Receipts	14,079	11,295	0
Operating Grant Receipts	1,410,181	1,216,081	1,355,612
Local Government Assistance Fund Receipts	19,000	15,000	17,500
Net Cash Provided (Used) by Noncapital Financing Activities	6,089,523	6,126,007	5,808,602
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES			
Capital Contributions	932,313	836,475	1,139,240
Principal Paid on Capital Debt	(621,566)	(50,000)	(50,000)
Interest Paid on Capital Debt	(19,696)	(10,800)	(10,800)
Purchases of Capital Assets	(1,499,545)	(1,114,165)	(2,057,280)
Sale of Capital Assets	514		0
Net Cash Provided (Used) by Capital and Related Financing Activities	(1,207,980)	(338,490)	(978,840)
CASH FLOWS FROM INVESTING ACTIVITIES			
Interest and Dividends	37,293	46,509	74,976
Net Cash Provided by Investing Activities	37,293	46,509	74,976
Net Increase (Decrease) in Sales and Cash Equivalents	638,545	1,424,483	(264,365)
Balances - Beginning of the Year	5,769,829	6,408,374	7,832,857
Prior Period Adjustment	0	0	0
Balances - End of the Year	\$ 6,408,374	\$ 7,832,857	\$ 7,568,491